

THIRTY DOLLARS
PER ANNUM.

Shipping.

STEAMERS.
DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

"NAMOA,"

Captain Harris, will be despatched for the above
Ports TO-MORROW, the 15th instant, at Day-
light.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 14th April, 1891. [46]

"UNION" LINE OF STEAMERS.
FOR KOBE AND YOKOHAMA.
THE Steamship

"ANGERS,"
Captain Bannister, will be despatched for the
above Ports on or about **THURSDAY, the 19th**
Instant.
For Freight or Passage, apply to
SHEWAN & Co.,
Agents.

"SHELL" LINE OF STEAMERS.
FOR LONDON AND ROTTERDAM.
THE Steamship

"ELAX,"
Captain Daniels, will be despatched for the
above Ports on or about the 25th Instant.
For Freight or Passage, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th April, 1864

SAILING VESSELS.
FOR NEW YORK.
THE 3/3 I. I. I. American Bark
"EDWARD MAY."

McClure, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, 17th March, 1864. [36]

Consignees.
OCCIDENTAL AND ORIENTAL STEAM

SHIP COMPANY.
NOTICE.
CONSIGNEES OF CARGO per Steamship
"GAELIC."
The above Steamer having arrived, Consignees
are requested to send to the

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignee's risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 13th April, 1864.

**NOTICE TO CONSIGNEES,
FROM CALCUTTA, PENANG AND
SINGAPORE.**

THE Steamship
"ARRATOON APCAR"
having arrived from the above Ports, Consignees
of Cargo are hereby informed, that their Goods
will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 17th instant, will be landed at Consignees' risk and expense into the Godown of the Wanchai Warehouse and Storage Company, Limited, Wanchai.

No Fire Insurance will be effected.
DAVID SASSOON, SONS & Co.,
 Agents.
 Hongkong, 13th April, 1894. [46]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S. S. "BENLAVERS,"
FROM LIVERPOOL ANTHURD LONDON

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at the risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, and
Kowloon, whence and/or from the wharves
delivery may be obtained.

Optional cargo will be forwarded unless
notice to the contrary be given before 2 P.M.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to sale.

All claims against the Steamer must be presented to the Undersigned on or before the 17th instant, or they will not be recognised.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 10th April, 1894. [45]

"UNION" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

FROM MIDDLESBRO' AND ANTWERP
THE Steamship
"ABERGELDIE"
having arrived from the above Ports. Consignees

of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 16th April, or they will not be considered.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th April, at 3 P.M.
No Fire Insurance has been effected, and a

Goods remaining in the Godowns after the 1st April, will be subject to rent.
Bills of Lading will be countersigned by
SHEWAN & Co.,
Agents.

Hongkong, 9th April, 1894.

practical engineer, is milled when it comes under the hands of the Portuguese or Chinese boy who has only served two years of his time; then it goes to the Dock Co.'s works to be done, which means a benefit all round, with the exception of those who are out of employment and are wishing they could get a job to do.

There are at this moment from 30 to 35 practical engineers out of work in this colony, and they are likely to remain so, as at the present low rate of exchange none of those in employment are likely to go home on leave (which is the usual thing about this time of the year), and those who have got berths will take good care to stay in them.

Now, this is simply a matter of supply and demand, and it behooves those in authority to see that the alien does not come in to the detriment of those who have properly served their time, and have qualified according to the rules of the Board of Trade.

Having these remarks may have some effect in waking up the more prominent members of the profession and that the Engineers Institute will come forward and do that for which it was founded, namely, to uphold the dignity, and to secure the benefit of the profession generally.

Yours, etc.

ONE OF THE UNEMPLOYED.
Hongkong, 13th April, 1894.

FAMINES IN SIAM.

FROM A MANUSCRIPT WORK BY H.M. THE LATE KING.

In the year 1854, during the reign of Phra Chao Borom Trailokyanat, the 8th King of Ayutthia, there was no rain throughout the length and breadth of Siam. The rice crops were a complete failure, the price (usually 100 dayas 4 ticals the cavan) rising in that year to 280 ticals per cavan. The cavan is equivalent to 80 buckets, each containing the measure of 25 coconut shells, each 830 times three fingers full, (the Siamese take the paddy up in that way—the thumb, index and middle finger, being used). The people perished in thousands from hunger; those who could find potatoes, yams, or vegetables, boiled them with the rice. The death from starvation was said to be 20 per cent of the population.

The slave masters freed their slaves, having no rice to feed them. Some families, not having enough to feed children, had to let them go to do hard work in payment for food. Brigands and thieves did not care to loot anything else but paddy and rice. The King sent to Burmah to buy paddy for distribution, and the King of Burmah gave permission to let the paddy be sold. The beasts of burden used in bringing it numbered 200,000 bullocks and 1,800 elephants. These were a very long time in coming, and when they arrived a great number of people had already died from starvation. The persons in charge of the purchase party took an army to prevent the paddy from being stolen. As soon as it came it was distributed to the people, each family receiving one coconut shell, in two each family received to coconuts, princes and nobility getting one bucket to the family. The crowd was so great that in going to receive the distribution many were crushed to death.

In the year 1866, in the reign of Phra Chao Chao Rama Dhiolli II, 10th King of Ayutthia, there was another famine. The price of paddy rose from 4 to 10 ticals, and stayed at that figure for 3 months.

In the reign of Phra Naret, who was a great warrior and who had the men for soldiers when he conquered Cambodia, there was a great famine in Siam, owing to the cultivation of paddy being stopped thereby. The price rose over 200 times the price of former years.

After the Burmese conquest of Ayutthia (1767) in the reign of Phra Chao Tark, the King of Thanaburee, there was a famine which caused paddy to rise to 50 times its ordinary price—making 200 ticals a cavan. The Annamese from Saigon brought supplies for sale. The King offered to buy a cavan at the price mentioned, but the Annamese refused to sell, and demanded 500 ticals per cavan. The King threatened that he would kill the Annamese and take the paddy, whereupon they gave the paddy for the price offered. The King bought two shiploads and distributed it among the people.

In 1771 the Burmese invaded Pak-prang, and King Phra Tark took all the men and put them under arms to resist them. The paddy again rose from 4 ticals to 250 ticals per cavan. No Annamese came to sell this time, so Phra Tark had to take the army to Lakon (by sea) to conquer that province and get supplies.

In 1779, during the reign of Phra Putia Yot-fa Chulaloke, (the first King of Bangkok) there was so much rain that the paddy was nearly all lost. The price rose to 25 times the general price, and the King ordered all the royal stores of paddy to be distributed among the people. In 1824, during the reign of the second of his dynasty (Phra Putia Laet la Nopphala) the paddy rose in price during August from 4 ticals to 90 ticals per cavan, and in 1835, during the next reign, there was so much rain that prices rose to 32 ticals per cavan.

In 1846 there was no rain and the paddy was all withered up. The following year there was a famine, the highest price being 86 ticals, or four ticals per bucket. When the price had stood at this rate for five days the King ordered all the royal stores to be distributed, night and day. The crowd was so great that many died before they could get anything. After five days of distribution paddy came down in price.

In 1867, in the reign of Phra Chom Klao (4th King of Bangkok) there was no rain at the beginning of the year (Siamese), and paddy rose to 50 ticals per cavan. Nowhere of that year saw rice at 2 ticals per bucket—Siam Observer.

NEWS BY THE AMERICAN MAIL.

The following telegrams from our San Francisco exchange were "crowded out" of last night's issue:

ROANOKE, March 15th.
J. Hampton Hoge, the lately appointed Consul to Amoy, China, but who got no further than San Francisco when he was recalled by President Cleveland, has renounced his allegiance to the Democratic party, and appeared before the Republican city committee last night and tendered his services to that party.

Colonel Hoge was seen and expressed himself as follows: "There is but one party and half of another in existence in the United States—the Republican party and the ragged edge of megawumpery, composed of Cleveland in front, Walter Gresham in the middle and Wayne MacVeigh holding the tail. The man who can swallow that kind of a political conglomeration, that is without principle, without a policy—pulling in one direction, the so-called Democratic Congress pulling in the opposite direction—can remain in the Democratic party. I quit it."

LONDON, March 16th.

The Daily News says: At Wednesday's council a section of the Ministers asked to be allowed to resign, declaring it was impossible to continue the Government with the chances of the repudiation of the Labouchere incident. After persuasion they were induced to remain, on the understanding that the Government would either resign or dissolve if it suffered such another defeat.

The Morning Advertiser learns the coming budget will propose an increase of the income tax by a penny on incomes up to £1,000 per annum; above £1,000 a tax of 1 shilling on the pound is proposed. Incomes under £200 per year will not be taxed.

PARIS, March 16th.

The Malle newspaper says the Prince of Wales won £5,000 at Monte Carlo this week and donated the whole sum to the poor of Monaco.

General Alphonse Fay is dead, aged 81.

NEW YORK, March 16th.

The Herald's Montevideo special says: Admiral de Mello, who is at present in Curitiba, Brazil, personally directing the concentration of the southern rebel forces upon the Sao Paulo frontier, does not seem to think that the cause of the revolution is lost by any means because Admiral da Gama has surrendered.

He says that although Da Gama's action has ended the naval revolution, he is acting now in full sympathy with the Rio Grande do Sul Federalists and will win in the end. His warships, *Ita Pinerio* and *Angra dos Reis*, are now guarding the harbor of Desterro, the seat of the insurgent provisional Government.

The Federalists have now fallen back upon the Uruguay, where they will receive artillery reinforcements from President Loren of the Provisional Government. Then they will renew the fight.

President Loren has made a second appeal to the foreign powers for formal recognition of his Provisional Government. Ten thousand Mauseh r's have been received from Germany by Mello and cargoes of coal. His southern troops are enthusiastic over the reinforcements arriving daily from the interior.

The World's Rio correspondent cables: President Peixoto captured ninety of the fugitive rebel officers to-day. They were on board the Portuguese merchant steamer *Cidade do Porto*, which undertook to put to sea with them. As the steamer neared the harbor entrance a shot from Fort Santa Cruz brought her to a stop, and Captain Da Costa was forced to give up the ex-insurgents.

Count de Paraty, the Portuguese Minister, has refused to comply with the Brazilian Government's demand that he surrender Admiral Saldanha da Gama and his staff officers. They are now on board the Portuguese corvette *Minidillo*. The Government has called to Portugal, making a formal demand for them on the grounds that they are common deserters from the Navy and that Admiral da Gama is a defaulter to the Brazilian Government. No answer to this demand has been received yet.

Buenos Ayres, March 16th.

A dispatch received from Rio Grande do Sul says that Admiral de Mello is trying to organize his forces. It is reported that Mello has ordered the *Agudaban* to attack some of the northern ports. The rebel war ship *Republica* is said to be repairing damages and resting at Paranaguas. The torpedo boats under the command of Admiral de Mello are said to have assembled at the entrance of Santos.

QUEENSTOWN, March 16th.

The *Consular Lusitania*, from New York, arrived this morning. She made the trip in five days, thirteen hours and eleven minutes. While the trip is one hour and four minutes longer than that made by the *Campania* in November, it really makes a new winter record, as the *Campania*'s record of five days, twelve hours and seven minutes was made over the northerly route, which is eighty-two miles shorter. The hourly average time of the *Lusitania* was twenty-one and three-quarter knots. At that rate she would have covered the northern route in five days, nine hours and twenty-four minutes.

CHICAGO, March 16th.

According to an afternoon paper Louis Collins, the dancer, slipped on the stage of the Haymarket Theatre last night, and sprained her ankle in such a way that she may never be able to trip the gay "Tara-ra" again. The paper states that Miss Collins lies at her apartment at the Palmer House with her right ankle in a plaster cast and is under the constant care of trained nurses.

CALCUTTA, March 16th.

The expedition against the Abors has arrived safely at Dibrugarh. There will be no further operations until after the rainy season.

LONDON, March 17th.

The Times this morning says: It is reported in the lobby of the House of Commons that should the Irish members withdraw from their allegiance, the Government will appeal to the Unionist leaders to assist them in closing the work of the session as speedily as possible, to enable the general elections to be held in June or July.

PARIS, March 17th.

The execution of the people ever anxious outrages is so intense that not even the sword of the police will be able again to save any wretch caught redhanded from the fury of the mob. This was demonstrated in Thursday's incident, when a dozen policemen with difficulty saved from lynching a paleo-stricken fellow whose only crime was in running away from the scene of the explosion.

It is now recognized that the principal incentive for these crimes is the inordinate love of notoriety. It is seriously proposed to prevent the publication of the proceedings against anarchists. It is admitted that such an extreme measure is a dangerous restriction of the press, but it is argued that nothing else can meet the peculiar emergency.

The Panama affair has its tragic as well as its comic aspect. Mr. Balthus, one of the few victims of the famous scandal who still laughs in defiance, is serving his time at the prison of Etampes. There he was comforted by the visits of his two devoted daughters, Mlle. Jeanne and Mlle. Andre. The former, having delicate lungs, caught a severe cold in her excursions to the prison and died a few weeks ago. His last command was the gunboat *Montecary* in Chinese waters.

NEW YORK, March 17th.

The new cruiser *Cincinnati*, under construction at Brooklyn Navy Yard, will be completed next month. The news comes from Washington that Commander Henry Glass will have command of the *Cincinnati*. Commander Glass stands well up on the rank of the Navy and will have a captain's commission before the expiration of the year. He is now on duty in California. His last command was the gunboat *Montecary* in Chinese waters.

The steamer *Vega*, from Portuguese ports, reports that the bark *Montgomery*, *Castile* was boarded by a huge wave near the Azores and in all three officers and seven men were washed away and drowned.

The men left on board do not understand navigation and have no nautical instruments. It is feared that the vessel will be wrecked.

Captain Eaton of the British steamer *Narvik*, which arrived to-night from Rio Janeiro, tells how he applied to the commander of a British ship, the *Sirius*, for a supply of fresh water, being unable to get any from ashore, and was put off until the following day. He could not wait so long and sought assistance from Admiral Benham, who granted his request and promptly supplied him with 1,000 gallons.

Commodore William D. Whiting, one of the officers connected with Commodore Perry's famous expedition to Japan, is at the point of death. He is blind, and in January, on Brazil, was run down by a steam cat and his hip was fractured. Bright's disease resulted, from which he is expected to die.

The first game in the chess match for the championship of the world between Lasker and

Steinitz, which was adjourned on Thursday after five moves, was concluded yesterday. Lasker played with consummate skill and forced Steinitz to resign on the sixteenth move. The second game will be played to-day.

BERLIN, March 17th.

As a mark of satisfaction at the passage of the German commercial treaty, Emperor William has conferred upon Chancellor von Caprivi the chain of the Hohenzollern family order and has bestowed the order of the Red Eagle upon Von Bismarck, Secretary of State for Foreign Affairs. In addition, the Emperor decorated Herr Theilmann, who conducted the negotiation, with a minor order.

Beyond the rift between Herbert Bismarck and von Caprivi yesterday, in regard to who made the statement attributed to Prince Bismarck that "the road to Constantinople lies through the Brandenburg gate," the third reading of the Russo-German commercial treaty presented no features of interest. The Agrarian opposition to the treaty utterly collapsed and did not even challenge a division.

EDINBURGH, March 17th.

Lord Rosebery arrived here at 6.30 p.m. to make his expected address to the delegates from the Liberal Associations from all parts of Scotland. The Premier was received at the station by the Liberal committee and driven to the Corn Exchange, being given an ovation from the crowds gathered along the route. The Corn Exchange, which holds 500,000 people, was packed an hour previous to his arrival. Members of the aristocracy and a large number of members of Parliament and others were upon the platform. When Lord Rosebery entered the Exchange the vast audience arose and stood waving their hats and cheered for several minutes. Upon rising to speak he was greeted with renewed ovations and by the singing of "He's a Jolly Good Fellow."

During the course of his remarks the Premier said his thoughts went to the past rather than to the present—the immortal days of Mr. Gladstone's first Midlothian campaign. The memory of the campaign quickened his pulse. If Mr. Gladstone was absent to-night, Lord Rosebery continued, his inspiration was with them, and it was to that inspiration the Government intended to succeed.

Continuing, he said: "We do not propose to sit on the banks of the stream of time and watch the stream pass by until it runs dry. For the English majority in the cause we espouse, we shall try, as we have been trying since 1886, to bring conviction to the minds of the patriotic. Though it was not necessary to demand an English majority, it was important to convince the heart and mind and conscience of England."

The Premier argued that the Peers' opposition to home rule was due entirely to the knowledge that English opinion upheld them. Otherwise the country would have risen as one man against the Lords' rejection of the bill. Therefore, he was determined to reduce the English majority against the bill. He believed that when they received the fast-rising demand for Scotch home rule, if he were a Minister he would not stand in the breach to oppose it; if he were not a Minister he hoped, as a man, to be in the storming party. [Loud cheering.]

After the meeting a resolution of confidence in the Government was passed, and the large audience dispersed with loud cheers.

John Dillon, speaking at a St. Patrick celebration in this city, said: "I have just heard Lord Rosebery speak upon the home-rule question, and in regard to the substance of that speech I congratulate Scotland upon the position occupied by her illustrious son. More importance will be attached to that speech than any other delivered within the last fifteen years. In Lord Rosebery Ireland has an honest and honorable champion."

NEWCASTLE, March 17th.

W. A. O'Brien, member of Parliament, speaking at a St. Patrick celebration in this city, said: "I believe the Liberal party is as strong as steel."

BIRMINGHAM, March 17th.

Timothy Healy, addressing a St. Patrick celebration in this city, said: "Mr. Gladstone left the party as sound as gun metal. I am satisfied Lord Rosebery means to do honestly by home rule, but he must prove the faith that is in him. The cause rests not upon statistics of crime, peace or unity, etc. Ireland's title to liberty is as good as England's."

LISBON, March 17th.

Dispatches from Rio say Admiral da Gama is still on board the Portuguese corvette. The *Minidillo* is anxious to procure a Portuguese steamer to convey him and some of his followers to Buenos Ayres.

Buenos Ayres, March 17th.

Advices received here from Rio say the Brazilian Government has no way of transmission by cable or the land telegraphic lines of news regarding the situation.

The Government's squadron is still in Rio bay. The advice now to hand show that the insurgents in the south evince no disposition to surrender. On the contrary, those on the frontier of the State of Sao Paulo are fortifying their positions in order to better resist attack.

BUDA PESTH, March 17th.

A dynamite bomb has been discovered here in a café. The police exploded it in an open space outside the city. It is stated that if the bomb had exploded in the café it would have wrecked the whole building. There is no clew.

THE HAGUE, March 17th.

The second Chamber has dissolved on account of the defeat of the Government electorate bill. PRAGUE, March 17th.

Severe snowstorms have been prevalent throughout Bohemia.

LONDON, March 18th.

An impressive demonstration to protest against the action of the House of Lords in rejecting the employers' liability bill was held in Hyde Park to-day. It is estimated that 8,000 people were in attendance. There were twelve platforms in the park, from which the speakers addressed the assembled throng.

Shortly before 3 o'clock enormous processions from all parts of the city began to arrive. Among those who took part in the procession were representatives from every trade union in London.

The chief speakers were Messrs. Burns, Woods, Archer and Cramer, all of whom are labor members of the House of Commons. Resolutions were read from all the platforms, calling upon the Government to again introduce the *Employers' Liability Bill* immediately upon the reassembling of the House of Commons, and also demanding that the Government take steps to bring about the entire abolition of the House of Lords.

At the sound of a bugle the resolutions were adopted simultaneously at all the platforms, the crowds singing their approval with a mighty shout.

There was no trouble of any kind reported, after the adoption of the resolution the crowds quietly dispersed.

PARIS, March 18th.

Meetings in commemoration of the proclamation of the Commune of Paris were held to-day. There was no disorder. A large number of persons visited the cemetery of Pere la Chaise. There was no attempt at demonstration.

BERLIN, March 18th.

A large meeting organized by Socialists was held to-day to celebrate the Revolution of 1848. Thousands of persons assembled in the graveyard at Friedrichshagen, where are buried many of those who were killed in the rioting in 1848. Many wreaths were placed on their graves.

THE HONGKONG VOLUNTEER CORPS.

ORDERS FOR THE WEEK ENDING 21ST APRIL, 1894.

No. 80.—GENERAL.—There will be a RECRUIT DRILL, Squad, Cavalry, 7 p.m. and Marine Gun drill at 6.45 A.M. and 6 p.m. Drill on MONDAY and FRIDAY, at 9 p.m. All Members who have not ATTENDED REGULARLY should take advantage of these drills. Two instructors will attend the morning and one the evening parades above ordered.

No. 81.—FIELD BATTERY.—For duty, Lieut. CRAMPTON and Sergt. HAYWARD. PARADES: MONDAY and WEDNESDAY, Company Drill at 5.30 p.m. No Uniform. FRIDAY, Company Drill at 5.30 p.m. All Officers are requested to attend, and a full Muster is desired. Uniform Serge and Fongel Cape. SATURDAY, Muster at Headquarters at 2 p.m. for Musketry Practice at Kowloon for all members who have not fired Uniform, Serge and Helmets (plain).

No. 82.—MACHINE GUN COMPANY.—PARADES: MONDAY, Squad Drill at 6 p.m.; WEDNESDAY, Gun Drill (plain) at 6 p.m.; THURSDAY, Company Drill at 6 p.m.; FRIDAY, Gun Drill at 6 p.m.; SATURDAY, Company Drill at 6 p.m. Uniform: Marching order without Great Coats or Helmets.

By Order,
F. J. LAMBARDE,
Lieut. R.A.
Adjutant H.K.V.C.

Headquarters,
Hongkong, 14th April, 1894.

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No. 82.—MACHINE GUN COMPANY.—PARADES: MONDAY, Squad Drill at 6 p.m.; WEDNESDAY, Gun Drill (plain) at 6 p.m.; THURSDAY, Company Drill at 6 p.m.; FRIDAY, Gun Drill at 6 p.m.; SATURDAY, Company Drill at 6 p.m. Uniform: Marching order without Great Coats or Helmets.

By Order,
F. J. LAMBARDE,
Lieut. R.A.
Adjutant H.K.V.C.

Headquarters,
Hongkong, 14th April, 1894.

THE HONGKONG VOLUNTEER CORPS.

ORDERS FOR THE WEEK ENDING 21ST APRIL, 1894.

No. 80.—GENERAL.—There will be a RECRUIT DRILL, Squad, Cavalry, 7 p.m. and Marine Gun drill at 6.45 A.M. and 6 p.m. Drill on MONDAY and FRIDAY, at 9 p.m. All Members who have not ATTENDED REGULARLY should take advantage of these drills. Two instructors will attend the morning and one the evening parades above ordered.

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The Share Market.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank.—87 per cent. premium, sales and sellers.

The National Bank of China, Ltd.—on £80.00 paid up.—\$25.50, sellers.

The National Bank of China, Ltd.—Founders shares, nominal.

The Bank of China, Japan & the Straits, Ltd.—nominal.

The Bank of China, Japan & the Straits, Ltd.—Founders' shares, nominal.

Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—14 per cent. premium.

Union Insurance Society of Canton—\$130 per share, sales and sellers.

China Traders' Insurance Company—\$63 per share, sellers.

North China Insurance—Tls. 185 per share, buyers.

Canton Insurance Company, Limited—\$132 per share, sales and sellers.

Yangtze Insurance Association—\$80, sales and buyers.

On Tai Insurance Company, Limited—Tls. 15 per share.

Hongkong Fire Insurance Company—\$185 per share, sales.

China Fire Insurance Company—\$79 per share, sales and buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$261 per share, sales and buyers.

China and Manila Steam Ship Company—\$52 ex. div. sales and buyers.

Indo-China Steam Navigation Company, Limited—\$40 per share, discount, sellers.

Douglas Steamship Company—\$50, sales and sellers.

Hongkong and Whampoa Dock Company—86 per cent. premium, sales and buyers.

Geo. Fenwick & Co., Limited—\$21 per share, sales and buyers.

Hongkong Hotel Company—\$12 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures \$501.

The Austin Arms Hotel and Building Company, Limited—\$31 per share, sellers.

The Shamrock Hotel Co., Limited—\$4 per share, sales and buyers.

Punjin Mining Co.—\$7 per share, sales and sellers.

The Roub Gold Mining Co., Limited—\$5.20 per share, sales and buyers.

The Balmoral Gold Mining Co., Limited—\$1.10 per share, sales and buyers.

Société Française des Charbonnages du Tonkin—\$55 per share, sales and buyers.

The Jeleba Mining and Trading Co., Limited—\$55, sales and sellers.

London and Pacific Petroleum Co., Ltd.—\$15. China Sugar Refining Company, Limited—\$165 per share, ex. div. sellers.

Luzon Sugar Refining Company, Limited—\$52, sales and sellers.

A. S. Watson & Co., Limited—\$103, sales and buyers.

Dakin, Cruickshank & Co., Limited—\$11 per share, sales and sellers.

Hongkong Dairy Farm Co., Limited—\$7 per share, sales and sellers.

The Kowloon Land Investment Co., Limited—\$8 per share, sales and buyers.

The Hongkong Land Investment Co., Limited—\$55, sellers.

The West Point Buildings Co., Limited—\$20 per share, buyers.

H. G. Brown & Co., Limited—\$8 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$37 per share, sales and buyers.

Hongkong Rope Manufacturing Company, Limited—\$91 per share, sales and buyers.

Hongkong Gas Company—\$120 per share, buyers.

Hongkong Ice Company—\$80 per share, sales and sellers.

Hongkong and China Bakery Company, Limited—\$40 per share, sales and sellers.

The Hongkong Brick and Cement Co., Limited—\$53 per share, buyers.

The Green Island Cement Co.—\$83, buyers.

The Hongkong Electric Light Co., Limited—\$4, sales and buyers.

The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—\$57, sales and sellers.

EXCHANGE.

ON LONDON.—Bank, T. T. 2/02

Bank Bills, on demand 2/02

Bank Bills, at 4 months' sight 2/12

Credits at 4 months' sight 2/12

Documentary Bills, at 4 months' sight 2/18

ON PARIS.—Bank Bills, on demand 2/59

Credits, at 4 months' sight 2/68

ON INDIA.—T. T. 181 1/2

On Demand 182

ON SHANGHAI.—Bank, T. T. 72 1/2

Private, 30 days' sight 73

VISITORS AT THE HONGKONG HOTEL.

Rev. S. A. Baylee.	Mr. W. Parfitt.
Mr. J. Bruce.	Mr. H. Pinner.
Mr. C. H. Chapell.	Mr. F. von der Pforden.
Mr. Mrs. and Miss Coates.	Mrs. von der Pforden and two children.
Captain Cunningham.	Mr. A. Porter.
Mr. W. A. Duff.	Mr. and Mrs. S. L. Powell.
Mr. G. Fenwick.	Surgeon-Major Reade.
Mr. M. F. A. Fraser.	Mr. and Mrs. Rowe.
Mr. F. W. Fraser.	Mr. S. R. R. R. R.
Mr. D. G. Heald.	Mr. and Mrs. T. E. Samson.
Mr. E. Hemmlebreich.	Mr. A. S. S. S.
Colonel J. C. Hill.	Mr. and Mrs. Scheele.
Mr. M. Jones.	Mr. and Mrs. F. Schürch.
Mr. and Mrs. Judah and 2 children.	Mr. F. E. Shean.
Mr. J. Kington.	Mr. H. A. S. Thomson.
Mr. J. Kinkwood.	Captain A. Tillet.
Baron and Baroness de Ladarlo.	Mr. and Mrs. T. T. T.
Mr. R. L. L.	Mr. and Mrs. W. W. W.
Mr. and Mrs. Marten.	Mr. J. W. Wood.
Mr. T. McNeill.	Capt. and Mrs. Wrottesley.
Mr. T. M. M.	Mr. H. W. W.
Mr. Nierker.	Mr. and Mrs. E. Young.
Mr. O. Noodt.	

VISITORS AND RESIDENTS AT THE PEAR HOTEL.

Capt. and Mrs. Hunt.	Mr. D. D.
Mr. MacLean.	Mr. J. M. Murray.
Mr. McDunn.	Mr. A. Findlay-Smith.
Capt. and Mrs. Moore.	Mr. G. G.
Mr. J. Chaudet.	Capt. and Mrs. Weisman.

Shipping.

ARRIVALS.

SIAM, British steamer, 992, J. F. Messer, 13th April.—Bangkok 5th April, and Koh-chang 7th, Rice and Wood.—Bradley & Co.

GLKNOVLE, British steamer, 2,244, K. J. Gannon, 13th April.—Wuhu, and Chinkiang 9th April, Rice and Bean Oil.—Jardine, Matheson & Co.

AXAX, British steamer, 1,472, Goodwin, 14th April.—Singapore 7th April, General.—Butterfield & Swire.

THALES, British steamer, 820, H. Bathurst, 14th April.—Taiwan 11th April, Amoy 12th, and Swatow 13th, General.—D. Laprak & Co.

TAKSANG, British steamer, 977, Freeman, 14th April.—Canton 14th April, General.—Jardine, Matheson & Co.

MARIA VALERIE, Austrian steamer, 2,644, G. Costanzo, 14th April.—Kobe 3rd April, General.—Sander & Co.

EXR, British steamer, 1,308, J. Watson, 14th April.—Mojil 7th April, Coals.—Mitsui Bussan Kaisha.

MICHAEL JESSEN, German steamer, 710, H. Schicklen, 14th April.—Holl 11th April, Ballast.—Weller & Co.

DEPARTURES.

April 13, *Shantung*, British str., for Batavia.

April 14, *Ilit*, German gunboat, for a cruise.

April 14, *Ancona*, British str., for Nagasaki, &c.

April 14, *Tamar*, British troopship, for Singapore, &c.

April 14, *Gluckburg*, German str., for Saigon.

April 14, *Cromarty*, British str., for Saigon.

April 14, *Sikh*, British steamer, for Saigon.

April 14, *China*, German steamer, for Saigon.

April 14, *Actio*, Danish steamer, for Hallow.

April 14, *Hesperia*, German str., for Saigon.

April 14, *Oceana*, German str., for Yokohama.

April 14, *Fresio*, German steamer, for Tounon.

April 14, *Ision*, British str., for Singapore, &c.

PASSENGERS—ARRIVED.

Per *Siam*, from Bangkok, &c.—89 Chinese.

Per *Ilit*, from Singapore.—Captain Leask, and 200 Chinese.

Per *Thales*, from Taiwan, &c.—Mr. Earlam, and 68 Chinese.

DEPARTED.

Per *Ancona*, for Nagasaki from Hongkong.—Mr. P. K. Amato. For Kobe.—Mr. Helmholtz. For Yokohama.—Mrs. Hamilton Sharp, and Mr. C. E. Chapman. From London for Kobe.—Misses Green and Skinner. From Singapore.—Mr. C. F. Whish. From London for London.—Messrs. Littlewood, Pearson, Marks, and Sprague. From Ismailia.—Mr. and Mrs. Rowe, and H. H. West. From Bombay.—Surgeon Major General Webb, and Mrs. Webb. From Singapore.—Mrs. G. M. D. For *Ilit*, for London.—Mr. and Mrs. W. B. Arthur and 3 daughters, Master Myers and Mr. Fredk. Reynolds.

REPORTS.

The British steamship *Ajax* reports that she left Singapore on the 7th instant, and had calm weather and light northerly winds all the passage.

The British steamship *Glengyle* reports that she left Wuhu, and Chinkiang on the 9th instant, and had light southerly winds, smooth sea and foggy weather.

The British steamship *Siam* reports that she left Bangkok on the 5th instant, and Koh-chang on the 7th. Experienced fine weather and light variable winds during the passage to Paracels; thence to port had light southerly winds and swell.

The British steamship *Thales* reports that she left Taiwan on the 11th instant, and Amoy on the 12th. From Taiwan to Amoy and Swatow had light variable winds and fog. From Swatow to Hongkong had moderate east-north-east winds and overcast weather.

Post Office.

A MAIL WILL CLOSE—

For Kobe.—Per *Pemphos* to-morrow, the 15th instant, at 9 A.M.

For Hallow and Halphong.—Per *Ash* to-morrow, the 15th instant, at 9 A.M.

For Canton.—Per *Powan* to-morrow, the 15th instant, at 9 A.M.

For Swatow, Amoy, and Taiwan.—Per *Thales* on Monday, the 16th instant, at 5 P.M.

For Shanghai.—Per *Ly-lu-moon* on Tuesday, the 17th instant, at 3:30 P.M.

For Straits and London.—Per *Aden* on Wednesday, the 18th instant, at 11:30 A.M.

For Singapore and Java.—Per *Huph* on Wednesday, the 18th instant, at 3:30 P.M.

For Straits and Calcutta.—Per *Arradon* on Friday, the 20th instant, at 11:30 A.M.

SHIPPING IN HONGKONG

STEAMERS.

AGNES, French steamer, 290, Geo. R. Stevens, 13th April.—Maurice, 13th April.—Kutchinotru 7th April, Coal.—Mitsui Bussan Kaisha.

ARRATON APCAR, British steamer, 1,392, J. E. Hansen, 13th April.—Calcutta 18th, Penang 4th April, and Singapore 7th, Opium and General.—D. Sassoon, Sons & Co.

ASK, Danish steamer, 672, Revsbeck, 13th April.—Halphong 10th April, and Hallow 12th, General.—A. R. Marry.

CHINGTU, British steamer, 1,045, R. Jones, 6th April.—Sydney 13th March, General.—Butterfield & Swire.

CLAM, British steamer, 2,310, D. J. Davies, 10th April.—London, vi. Batoum, and Singapore 3rd April, Oil.—Shewan & Co.

FAME, British steamer, 1,177.—Hongkong Government tender.

FIDELIO, German steamer, 792, Nissen, 8th April.—Bangkok 31st March, Rice.—Methchers & Co.

FOKLEN, British steamer, 599, W. Davis, 12th April.—Swatow 11th April, General.—D. Laprak & Co.

FOOKSANG, British steamer, 991, Spencer Wilde, 11th April.—Canton 11th April, General.—Jardine, Matheson & Co.

GALIC, British steamer, 4,200, Pearn, 13th April.—San Francisco 20th March, and Yokohama 7th April, Mails and General.—O. & S. S. Co.

HUPH, British steamer, 1,846, T. Quall, 8th April.—Java 30th March, Sugar.—Butterfield & Swire.

HONGKONG—STEAMERS.

(Continued)

INDEPENDENT, German steamer, 872, T. Ahn-kel, 9th April.—Bangkok 1st April, Rice.—Lau, Wegener & Co.

ISER, British steamer, 1,415, Burgeyne, 13th April.—Otaru 3rd April, Coal.—J. Andrew.

KIEL, German steamer, 831, M. W. Krutefeldt, 12th April.—Bangkok 6th April, General.—Tung Kee.

MORAY, British steamer, 1,411, W. S. Thomson, 12th April.—Saloon 9th April, Rice.—Doddwell, Carllill & Co.

NAMCO, British steamer, 863, H. C. Harris, 13th April.—Fochow 10th April, and Amoy 11th, General.—D. Laprak & Co.

OSCAR II., Norwegian steamer, 1,699, Hans Amesen, 11th April.—Karatsu (Japan), 4th April, Coals.—Shewan & Co.

PRIMPTON, German steamer, 1,541, P. Cornelisen, 10th April.—Mojil 4th April, Coals.—Stemsen & Co.

PRAYA, 130, Captain MacLennan.—Hongkong Government tender.

TACHOW, British steamer, 862, H. Deans, 11th April.—Bangkok 4th April, Rice.—Yuen Fat Hong.

TAILEE, German steamer, 828, J. Calender, 11th April.—Saloon 7th April, Rice and Paddy.—Meyer & Co.

TOONAN, Chinese steamer, 936, J. P. Lowe, 13th April.—Swatow 12th April, General.—C. M. S. N. Co.

VINDOBONA, Austrian steamer, 2,659, P. Merna, 13th April.—Theatre 21st Feb., and Singapore 6th April, General.—A. L. S. N. Co.

WOODS, British steamer, 1,108, Wright, 13th April.—Bangkok 6th April, General.—Butterfield & Swire.

SAILING VESSELS.

BASUTO, German bark, 348, H. Eggers, 14th Oct.—Amoy 4th Oct, Sugar.—Weller & Co.

COLOMA, American bark, 895, Cyrus M. Noyes, 26th Jan.—Portland, and Honolulu 18th Nov., Lumber.—Tuck Lee.

COUNTY OF CARDIGAN, British ship, 1,229, Griffiths, 25th Feb.—Cardiff 24th October, Coal.—Government.

FANNIE SKOLFIELD, American ship, 1,068, W. E. Sherman, 6th April.—Singapore 18th February, Timber.—Choo Shong Hing.

FERNANDO, Norwegian bark, 347, E. Petersen, 22nd Jan.—General 22nd Dec., Rattans and Blackwood.—Mach Wong.

MARTHA DAVIS, American bark, 812, A. L. Soule, 9th March.—Honolulu 4th February, Ballast.—Shewan & Co.

OTAGO, British bark, 246, C. B. Darborough, 23rd Jan.—Albany, W.A., 26th Nov., Sandalwood.—Shewan & Co.

SEMANTRA, British 4-masted ship, 2,211, D. P. Crowe, and April.—New York 22nd Nov., Kerosene Oil.—Order.

VELOCITY, British bark, 491, R. Martin, 27th March.—Honolulu 21st Feb., Copper and Iron.—Chines.

WM. L. LACROIX, British bark, 573, T. Powell, 15th Jan.—Kalgas 22nd Dec., Timber.—Gibb, Livingston & Co.

To be Let.

TO LET.

AT the PEAK, No. 2, DES VUEX VILLAS, from the 14th June next.

HOUSE No. 16, "BELLIOS TERRACE," Robins Road.

At Mount Kellat, Peak, HOUSES Nos. 2 & 3, CAMERON VILLAS, from the 9th May next.

OFFICE, First Floor "MARINE HOUSE," No. 15, Queen's Road.

ROOMS in "BRACONFIELD ARCADE," Queen's Road.

HOUSE No. 21, Shelley Street.

TOP FLOOR of GODOWN in rear of "MARINE HOUSE."

HOUSE No. 5, Bonham Road—"PRIOY LODGE."

HOUSE No. 6, Ice House Street, lately occupied by Messrs. Gibb, Livingston & Co. GODOWNS in Duddell Street.

Apply to BELLIOS & Co. Hongkong, 13th April, 1894. 1457

TO LET.

HOUSE, 6 ROOMS, No. 2, Castle Terrace. Apply to SPANISH PROCURATION, No. 14, Calne Road. Hongkong, 2nd April, 1894. 1422

TO LET.

DWELLING HOUSES—"BAHAR LODGE," at the Peak, "HIGHLANDER," at Magazine Gap. DUNHEVED, Robinson Road—(Partly Furnished).

No. 8, CHANCERY LANE, No. 2, RIVINGTON TERRACE. FLOORS in Blue Buildings, FLOORS in Elgin Street, Peel Street and Stanton Street.

FLOORS in No. 4, Shelley Street.

No. 3, VICTORIA VIEW, Kowloon.

No. 4, KNOTSFORD TERRACE, Kowloon.

OFFICES in—

FIRST FLOOR No. 4, Queen's Road Central, over the Bank of China, Japan and the Straits, Ltd.

PRAYA CENTRAL, over Messrs. Douglas Laprak & Co.'s.

GODOWNS in—

BLUE BUILDINGS.

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 13th April, 1894. 1423

TO LET.

FURNISHED HOUSE, No. 2, DES VUEX VILLAS, THE PEAK. Apply to C. EWENS, Queen's Road. Hongkong, 10th April, 1894. 1437

TO LET.

NOS. 5 & 7, SEYMOUR TERRACE. OFFICES in Victoria Building.

THE GROUND FLOOR of the Premises now in course of erection at the corner of Ice House Street and Queen's Road Central, suitable for OFFICES or SHOP. The Floor can be divided into separate suites of Offices if necessary, to suit intending Tenants.

A LARGE and DRY GODOWN suitable for the Storage of Opium, Cotton, &c., of about 2,000 Tons (gross) capacity, also to be let under the above Premises.

OFFICE in No. 4, Praya Central.

OLD DAILEY STREET.

DAVID SASSOON, SONS & Co. Hongkong, 12th April, 1894. 1424

TO BE LET.

No. 5, WILD DELL BUILDINGS (Furnished or Unfurnished). Five Good Rooms situated in the best part of the building. Apply to HUMPHREYS ESTATE AND FINANCE Co., Ltd. Hongkong, 9th March, 1894. 1439

Intimations.

Notice to Consumers

THE PREPARATIONS OF

L. LEGRAND ORIZA-PERFUMERY

11, Place de la Madeleine, PARIS

Formerly 207, Rue Saint-Honore

ORIZA-OIL, ESS. ORIZA, ORIZA-LACTE, CREME-ORIZA, ORIZA-VELOUTE, ORIZA-TONICA, ORIZALINE, ORIZA-SOAP

HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:

1. Their manufacture is supervised with the greatest care;

2. Their qualities are unalterable and their perfumes sweet.

As, in order to profit by their great reputation, the Oriza preparations have been counterfeited.

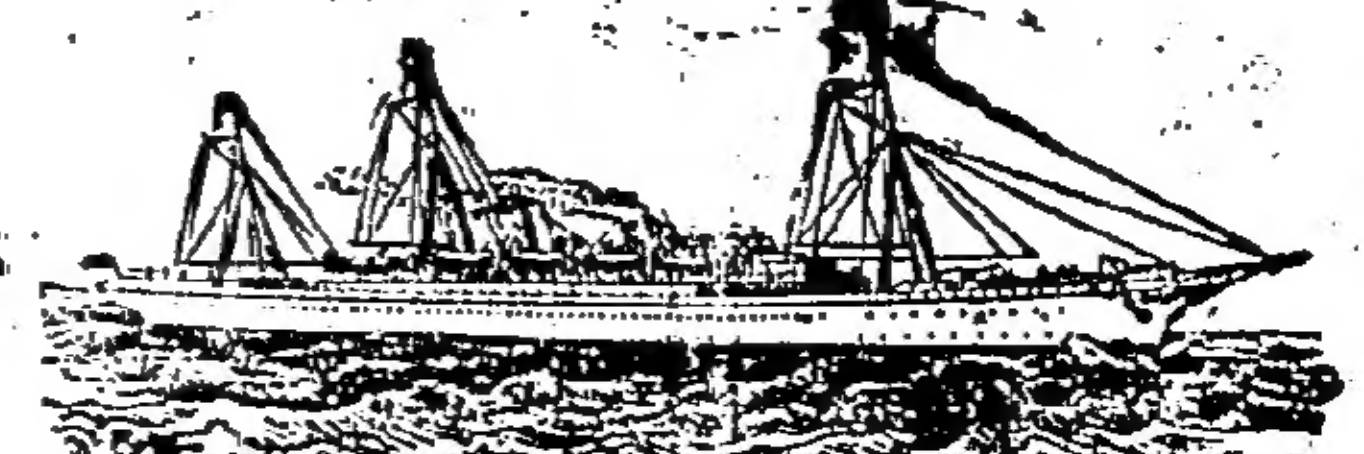
We warn Consumers not to let themselves be deceived.

The genuine PREPARATIONS are sold by all respectable Perfumers and Druggists.

Illustrated Catalogue sent from Paris post-free.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1894.



1894.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA—Comdr. O. P. Marshall, R.N.R.—WEDNESDAY, 15th May.

EMPRESS OF JAPAN—Comdr. G. A. Lee, R.N.R.—WEDNESDAY, 23rd May.

EMPRESS OF CHINA—Comdr. R. Archibald, R.N.R.—WEDNESDAY, 13th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 6 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Paddar's Street. Hongkong, 11th April, 1894. 13

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, and Yokohama) Thursday, 3rd May, at 1 P.M.

City of Sydney (via Nagasaki, Kobe, and Yokohama) Wednesday, 9th May, at 1 P.M.

China (via Nagasaki, Kobe, and Yokohama) Tuesday, 15th May, at 1 P.M.

THE U. S. Mail Steamship

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA on THURSDAY, the 3rd May, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, AND DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havre, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, and value of same be required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 12th April, 1894. 14

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaile (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 25th April, at Daylight.

Baile (via Nagasaki, Kobe, Inland Sea, and Yokohama) Thursday, 24th May, at 1 P.M.

Oraile (via Nagasaki, Kobe, Inland Sea, and Yokohama) Tuesday, 12th June, at 1 P.M.

THE Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 25th April, at Daylight. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 4th April, 1894. 15

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma Tuesday May 8th.

Sikh Tuesday May 29th.

Victoria Tuesday June 19th.

Tacoma Tuesday July 17th.

THE Steamship

"TACOMA," Captain J. R. Hill, sailing at Noon, on TUESDAY, the 8th May, will proceed to VICTORIA, B.C., and TACOMA, via INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., Agents. Hongkong, 10th April, 1894. 14

Intimations.

DENTISTRY.

D. R. J. SAKATA (from Japan), Mr. SUI SANG, DENTAL SURGEONS, 55, Queen's Road Central. First Class Dentistry and Moderate Fees.

Consultation Free. Hongkong, 9th April, 1894. 1451

SIEN TING, SURGEON DENTIST, No. 10, D'ARVILLE STREET. TERMS VERY MODERATE. Consultation free. Hongkong, 27th March, 1894. 1402

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. R. WONG TAI-FONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to Dr. Rogers), HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).

CONSULTATION FREE. Hongkong, 27th March, 1894. 1417

NGAI SHANG, 20, QUEEN'S ROAD CENTRAL.

RATTAN FURNITURE of Every Description. CHAIRS, COUCHES, TABLES, BASKETS, CHILDREN'S COTS, &c., &c. Latest Patterns, Best Workmanship.

Also Rattan Core, Split Rattan, Canton Reed and Sandries of all kinds. Hongkong, 28th November, 1893. 1435

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F. BLACKHEAD & CO. SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS. PRAYA CENTRAL HONGKONG. SOLE AGENTS FOR HARTMANN'S RAHTIENS' GENUINE COMPOSITION. HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR LAUNCHES. &c., &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES. Hongkong, 14th July, 1893. 1798

HONGKONG TIMBER YARD, WANCHAI. REGION PINE SPARS AND LUMBER Always on Hand. L. MALLORY. Hongkong, 24th June, 1894. 1798

NOTICE.

JEEVE'S SANITARY COMPOUNDS COMPANY, LIMITED. JEEVE'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 10th June, 1894. 18